

BIWEEKLY NEWS MAGAZINE



BARNACLE

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♦♦ VOL. 2 NO. 4 ♦♦
FEBRUARY 21, 1991

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PUBLISHER NOTES

By Gary S. Golas

They said it would happen and they were right. Many waterfront observers predicted that once discussions got started to dramatically reduce fishing effort by implementing such things as limited crew sizes, layover day requirements, limited entry as being discussed for the scallop fishery, it wouldn't be long that those same principals be applied to other fisheries.



What seemed to have taken forever to develop for the scallopers is suddenly happening quicker for those involved in developing a plan to rebuild the diminishing supply of groundfish. Within one month fishery managers are already defining public hearing items that would include a moratorium on fishery permits as well as larger mesh sizes and many other measures.

And if they stick to their schedule, the scallopers of the port won't be handling the new and much limited regs alone. The draggers may be subject to stronger regulations as well.

Cover Photo: Lumpers aboard the Fishing Vessel COVERED WAGON spend a cold and long day shoveling 25 pounds of yellowtail to each city resident in the crowd of over one thousand , all free of charge.

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Ship to Shore

Messages from offshore and home

Happy Birthday to

Feb. 22, Magna Petersen & Robert Miller
Feb. 23 Dick Clynes
Feb. 24 Casey Martin
Feb. 26, Earle Anderson &
Tommy Thomas
Feb. 27, Mike Prendergrast
Feb. 28, Al Sivik
Feb. 29, Co-Co
Mar 5, Marty Olsen & Gene Connors
Happy Anniversary
Mar 2 Mike & Nancy MacDonald

Special Thanks to WBSM's Bill Brennan for these messages!
If you would like your messages on WBSM
call Bill at 993-5091

To DANA,
I LOVE YOU!
Love
GARRETT + CODY

To:Dana Toolis, F/V Integrity

Tommy,

Thanks for spending
my 26th birthday with
me. I won't forget it!
(me, you + Swain)

Your
cousin,
Kris

To:Tommy Gomes, New Bedford Fisherman

To My Valentine,

Roses are Red,
Violets are blue.
We're proud you
are fishing,
and we love you too!

All Our Love,
Chris, Garrett + Cody

To:Dana Toolis, F/V Integrity

HAPPY BIRTHDAY JO:

- 2/21 CAPT BOB SHARD
F/V OCEAN SPRAY
2/23 LARRY GRECO OF
MET FISHERIES
2/26 TOMMY THOMAS
3/1 EDMUND APORA JR.
Channel Seafood
3/2 DANIEL RODRIGUES
F/V RAINBOW (Chris + kids)
3/4 JACQUELINE PIKE
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To All the Guys on The Northern Edge.

Your on A Great Boat Men so don't mess around.

Your Captain just happens to be the fairest in town.

So while your out there and us wives are stuck here -

remember how we love you and how "we" live in fear.

Don't ever you think, that we don't understand - how hard you all work while your not here on land.

Yes - the crew on the "Edge" give their all with no feet

Because - of the whole fleet -

The Northern Edge is "THE BEST"

To the best crew in the flat - God Bless
you all, Mrs. Debbie K.

To my Husband, with Love, Happy Valentines Day

Honey, I worry so much when your away -

I love you so much, so even though it's so hard living this way.

But - I'll do it forever - because I am your wife and I know you'd never be happy with any other way of life.

So, I pray this to God, every time you go away - That soon you'll be home again safe, and someday decide to stay.

I'll love you John, I'm here and I always will wait...

for the best man to come back home - no matter how long it takes.

So don't you ever worry babe, about our marriage coming to an end -

Because J.K. your my husband, my life and my very BEST FRIEND.

I love you John

Be safe, and warm

Happy Valentines day honey
your wife, for always
"Doobie" K.

And -

Happy Valentines Day to the whole crew of the Northern Edge.

Your Personal Message can appear here in **SHIP TO SHORE**... handwritten by you...free of charge. Simply write your birthday, anniversary, good luck wish or poem, on a plain white paper with a black pen or typed.

.include FULL NAMES who is sending it and who the message is for, vessel names and

Mail it to...The Barnacle, P.O.Box 71,

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NEXT ISSUE MESSAGES FOR PERIOD MARCH 7 TO MARCH 21

DEADLINE FOR MESSAGES FOR THIS PERIOD IS MARCH 1

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Scallop Committee Favors Vessel Moratorium

Hopes To Make Final Recommendations For Management Plan By April

The Scallop Committee charged with developing a Sea Scallop Management Plan has had the chance to review the load of public hearing comments, both written and oral, and had met once again on February 4th to begin to decide what directions it will go.

Hundreds of fishermen from the Carolinas to Maine voiced their concerns at public hearings as well as mailed their comments to the New England Fishery Management Council in January. The biggest of the hearings was held in Fairhaven.

"We got some thoughtful letters from New Bedford which helped establish their perspectives on the plan," said committee Chairman Phil Coates.

The committee met to discuss what items it will recommend to be implemented as part of the new and comprehensive Sea Scallop Management Plan which may go into effect this summer.

Although more meetings

need to be scheduled, the group officially supported a move to recommend that a vessel moratorium be established for all full time vessels currently taking part in the scallop fishery. During the public hearings some local boatowners objected to a limited entry scheme saying it was unconstitutional.

During the afternoon portion of the meeting the committee discussed what positions it will recommend relative to other issues of the plan being considered. Those issues include crew and dredge size limits as well as layover day proposals and monitoring requirements.

The controversial meat count management method may be on the way out however. Coates suggested that based on "preliminary discussions, the majority of the committee is in favor of moving away from the meat count and to effort reduction controls." He indicated that a majority of the local comments are in favor of abolishing the

scallop meat count.

That would mean good news for many New Bedford fishermen and processors who, for years, have been trying to convince fishery managers that it does not work and actually contributes to the black marketing of illegally sized scallops.

Coates says he hopes to have one or two more meetings in March and have a package before the full council by April. That could mean that a new plan could be implemented by July.

Meanwhile the National Marine Fisheries Service agreed to increase the meat counts effective as of February 1st from 33 per pound to 35 per pound with a tolerance. The shell height would be at 3-3/8 inches and the average meat count sizes of 38 meats could be in effect until June 30th.

With that regulation ending in June it is hoped that the new management plan would be implemented following that date.

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Fishery Managers Discuss Limiting Groundfish Permits And More

The move to establish fishing effort controls on the groundfishery is moving ahead quickly following two most recent meetings by the Multispecies Committee of the New England Fishery Management Council.

The group met on January 31 and February 13th to discuss how it hopes to achieve 20% per year reductions in fishery efforts over the next five years. That includes the species of codfish, haddock and yellowtail, the primary landings of trawlers in New Bedford.

Phil Haring, a Data Analyst of the Fishery Council Staff, indicated that the committee voted to support a number of motions that will need to be reviewed by the public through hearings in the late spring.

The group voted to support a measure to extend the boundary lines of the Southern New England yellowtail area to the east and west. It also will recommend that a six inch mesh size regulation be implemented for that same area.

Realizing that this alone might not be enough to do the job of rebuilding the stocks in the first year, the committee decided that

further measures will also be needed.

Although it tabled a motion to recommend that all groundfish permit holders surrender their permits for two months out of the year, it plans to review this proposal further. Under such a plan, ground fishermen could be required to declare which two months out of the year they choose not to fish, both months of which could be separated by months and not weeks.

The committee plans to ask fishermen to support more reduction controls such as favoring longlining methods of harvesting fish catches as opposed to fishing by nets. It supported a measure to recommend that an exclusive, experimental hook and line fishery be established in an area defined by the Regional Director of the National Marine Fisheries Service.

"Under such a plan, fishermen would be able to still make a living fishing without having a high impact on the mortality of fish," suggested Haring. The Council staff hopes to analyze this proposal further while at the same time the public will get the chance to

respond during the hearings.

In a move to implement a permit moratorium before the establishment of Amendment 5 of the Multispecies Plan, the committee has decided to bring before a public hearing a separate proposal on limiting fishery permits.

Under such a plan, Haring suggested that "Vessels must hold a valid Northeast Fishery permit prior to February 21, 1991 and show proof of landings of multispecies during the time period of January 1, 1990 to February 1, 1991. Vessels under construction or reconstruction must show proof of purchase or contract of work prior to February 21, 1991 and have landed multispecies by February 21, 1992."

The committee will continue to meet to discuss the items further. The public hearings could be scheduled by April and a new plan may be implemented by the summer. That's the same target dates for implementing a new scallop management plan as well.

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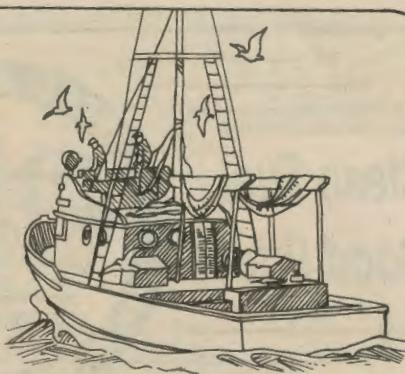
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A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS 10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

Subcommittee Reviews U.S.- Canada Fisheries Agreement

U.S. Rep. Gerry Studds announced that the House Subcommittee on Fisheries and the Environment, which he chairs, will hold a meeting in New Bedford on February 25, to review the recently concluded fisheries law enforcement agreement between the United States and Canada.

"The purpose of the meeting is to help the fishing industry understand the terms of this agreement and its effects on fishermen operating near the maritime boundary between the United States and Canada," Rep. Studds said. "The goal is to protect fishermen who obey the law, apprehend fishermen who violate the law, and eliminate the risk that any fishermen will be injured or killed by law enforcement officials on Georges Bank."

The agreement, negotiated over the past two years, was prompted by a series of dangerous

hot pursuits in which Canadian fisheries enforcement vessels chased U.S. vessels allegedly fishing illegally in Canadian waters. In two such chases involving New Bedford boats, Canadian officials fired live rounds in attempting to halt the U.S. fishermen. The agreement was submitted to Congress by President Bush on January 7 and will take effect for the U.S. unless disapproved by Congress within 60 days.

Fishermen from Portland (ME), Gloucester (MA), Point Judith (RI) and New Bedford have been invited to participate in the meeting. Officials from the U.S. Coast Guard, the Department of State, and the National Marine Fisheries Service are expected to explain the enforcement agreement and answer questions from industry representatives.

The two hour meeting will be held at the Days Inn at 500 Hathaway Street in New Bedford and will begin at 10:30 a.m. on Monday, February 25. The public is invited to attend.

Cape Coast Guard Jets en Route to Persian Gulf

U.S. Rep. Gerry E. Studds announced that two specially equipped Coast Guard jets are en route to Saudi Arabia from Cape Cod to participate in efforts to monitor and contain the massive Persian Gulf oil spill created by Iraqi President Saddam Hussein.

Rep. Studds said that the Coast Guard confirmed today that two medium-range Falcon jets, based at Air Station Cape Cod and equipped with airborne surveillance systems capable of tracking oil spills, would land in the Persian Gulf area in the near future. A total of 25-30 Coast Guard personnel from Cape Cod will remain in the region to operate and maintain the planes. Two Coast Guard C-130 cargo planes are also on their way to the Gulf carrying oil spill response equipment from their base in Clearwater, Florida.

Rep. Studds was told of the deployment in response to questions he asked about the

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Public Accountant 993-1140

Coast Guard's role in Operation Desert Storm.

"I was told that the Government of Saudi Arabia has asked for U.S. help in responding to the oil spill, and that our government has responded with the best equipment and the best-trained crews we have," Studds said. "Although the length of the deployment will depend on events, it is expected that the Falcon jets and their crew and support personnel will be in the Gulf for a minimum of several weeks."

The HU-25 (Falcon) jet is the newest airplane in the Coast Guard inventory. It is an unarmed, medium-range search and surveillance aircraft used primarily for search-and-rescue and marine environmental

response. The two specially-equipped jets based at Air Station Cape Cod were also used to respond to the 1989 EXXON VALDEZ oil spill in Alaska. The Persian Gulf oil spill is an estimated 40 times as large.

Rep. Studds, who is a member and former chairman of the House Coast Guard Subcommittee, said that "the role of the Coast Guard in this war is one of the great untold stories of Operation Desert Shield and Operation Desert Storm. Since last summer, hundreds of Coast Guard and Coast Guard Reserve personnel have worked to enforce the economic embargo against Iraq, to provide port security and harbor defense and to carry out other missions in behalf of the

allied forces."

"The men and women of Air Station Cape Cod should be proud of their new role in responding to the tragic oil spill in the Gulf," Studds continued. "I am certain those sent overseas will do their important job well and pray that they will return home safely and soon."

The departure of the two Falcon jets will leave four other HU-25 aircraft and four medium-range helicopters at Cape Cod. Rep. Studds has asked the Coast Guard for assurances that measures will be taken to prevent any degradation in Coast Guard search and rescue capability while the two jets and their crews are overseas.

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Free Fish-For-All Attracts Hundreds



Photo by Gary Golias

The owner of the stern trawler COVERED WAGON decided he would rather give away his 52,000 pound catch of yellowtail before he would settle for a lower price with seafood buyers. Although John Garcia's move to give away his fish upset his three man crew, he won the hearts of over a thousand residents.

They came from all over after a media appeal to get the free fish. It all started on February 8th when he was told that his frozen fish was not

worth the high price bid he received at auction. Garcia attempted to sell again on the following Monday but attracted an even lower bid. At that point he decided he would give the fish away.

By seven am on Tuesday thousands flocked down to Steamship Wharf, creating a heavy traffic jam in the area. While police were busy tagging and towing cars, the crowd braved freezing temperatures for hours to each get 25

pounds of flounder.

Skip Harris, a crewmember walked down to the dock in disbelief. "Who's going to pay for my rent now that he is giving away the fish." He was planning to consult with an attorney.

Meanwhile fish buyers say the fish lacked good quality after being frozen at sea with ice and sea water. They say the fillets would become rubbery after the flounder is processed.

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State Schedules Hearings

The following DMF proposals and petition have been scheduled for February 25 and 26 public hearings.

(1) **Atlantic sturgeon conservation — prohibit harvest or increase minimum size.** Massachusetts intends to comply with the recently approved Atlantic States Marine Fisheries Commission plan for Atlantic sturgeon which requests states to either eliminate harvest or establish a minimum size of seven (7') feet — the size at first maturity for females (at least 20 years of age). Massachusetts now has a six (6') minimum size limit. There's no directed fishery for sturgeon in Massachusetts or any other New England state. Fish are taken incidentally by trawlers and gillnetters. Reported incidental catch for 1980-1987 averaged about 4,600 pounds. A small commercial fishery does exist in New York's Hudson River and in some other Mid-Atlantic states, however.

(2) **Area 5 (Whiting Area) boundary clarification - new coordinates** The proposed change in regulatory language will clarify the boundaries. The area boundaries are defined by distances in nautical miles and compass bearings (degrees true). Much of the inner boundary is determined by distances and directions from Straightmouth Island Light. The outer boundary is still the territorial waters line of the Commonwealth.

(3) **Safe boarding and inspection by EPOs** The Division of Environmental Law Enforcement has requested that DMF promulgate a regulation requiring commercial fishermen to facilitate environmental police officers' safe boarding and inspection of a vessel, its gear and/or catch. Among other things, this regulation will ensure that fishermen must haul back their net when requested by an EPO. The proposed regulatory language is: "*The owner or operator of any fishing vessel shall immediately comply with instructions issued by an authorized officer to facilitate inspection of the vessel, its gear, and/or catch and safe*

boarding, and shall take such other actions as are necessary to ensure the safety of the authorized officer and his/her party."

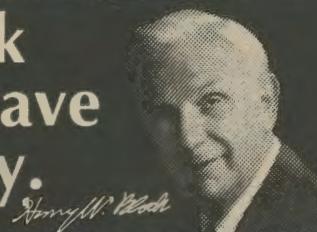
(4) **Improved at-sea and dockside net mesh size enforcement** To enforce existing mesh regulations, enforcement officers must board the vessel when fishing in state waters. At-sea boardings can be dangerous and are costly in terms of manpower and patrol vessel operations. Consequently, to allow dockside enforcement and to improve at-sea enforcement of state mesh regulations especially designed for conservation of groundfish, DMF proposes the following alternatives:
(a) A vessel boarded at sea or inspected dockside after being seen fishing in state waters cannot have on board mesh less than the minimum mesh size for the state waters where the vessel was seen fishing, or (b) A vessel boarded at sea or inspected dockside after being seen fishing in state waters where and when the state's 5 1/2" minimum mesh size applies, cannot

possess or land any cod, pollock, haddock, or flounders if mesh less than 5 1/2" is on board.

(5) **Sea scallop vessel area/time restrictions** Sea scallop vessels presently are not affected by some of the state's area/season closures to mobile gear fishing. Since sea scallopers have caused gear conflicts and have even targeted finfish with dredges in areas currently closed to draggers and other mobile gear, DMF proposes to close these same areas to sea scalloping when mobile gear fishing is prohibited and require regulated fishery permits to fish in the North Shore mobile gear areas with scallop dredges.

The hearings will be held at: 7:00 p.m., Monday, February 25, 1991 at Mass. Maritime Academy, Buzzards Bay; 1:00 p.m., Tuesday, February 26, 1991 at Room 3, McCormack Building, 1 Ashburton place, Boston; 7:00 p.m., Tuesday, February 26, 1991 at Sawyer Free Public Library, Gloucester

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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

Jan 18, 1991/ 11:53 AM

The 72' eastern rig F/V Catherine reported that they had two serious problems 40 miles east of Chatham. They were taking on water faster than their three pumps could keep up with and the master of the vessel had lost two fingers and his thumb in an accident. A helicopter was launched to drop pumps and medevac the master. The vessel then reported that it was sinking with water over the mess deck. A falcon jet was launched to drop pumps and rafts. The aircraft arrived on the scene and tried to drop pumps in time to save the vessel, but the crew abandoned ship into the water and the vessel sank. The helicopter hoisted the seven crew members from the water and flew them to Cape Cod for medical attention. A cutter was sent to try to retrieve the vessel's EPIRB.

Jan 23, 1991/ 3:00 AM

The Coast Guard received multiple reports of an active EPIRB two miles southeast of Point Judith. The area was searched in the early morning, but the EPIRB signal was not heard. Civil Air Patrol had been working ashore and ultimately located the source of both alerts on the F/V Aggravation in Point Judith Harbor. The F/V was moored and in no distress. The signal was secured and a violation report will be issued.

Jan 23, 1991/ 6:15 PM

The F/V Enterprise reported 45 miles southeast of Nantucket that it had run over its net and became fouled in their propeller. A cutter responded to tow the vessel to Nantucket Sound where commercial divers will meet the boat to cut the net away.

Jan 25, 1991/ 2:29 AM

The F/V Matthew J. reported a medevac request two miles west of Great Point, Nantucket after its master stumbled and injured his back on a bulk head. The flight surgeon recommended a medevac by boat which took place at the entrance to Nantucket channel.

Jan 25, 1991/ 10:50 AM

The F/V Odyssey out of New Bedford reported itself to be disabled and adrift 70 miles southeast of Nantucket. The vessel had experienced a blown piston. A cutter was sent to assist in a tow to Nantucket Island for relief by commercial assistance.

Jan 29, 1991/ 7:14 PM

Coast Guard station Gloucester monitored a distress call from the F/V Captain Mike reporting

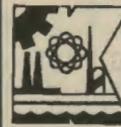
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itself on fire. The F/V Domonic also monitored the call, confirmed the vessel's position, and diverted to assist. A Coast Guard helicopter and vessel conducting training off Provincetown were diverted to assist as well. The fire apparently started in the engine room and spread quickly forcing the crew to abandoned ship into a life raft without survival suits or floatation devices. The helicopter arrived on the scene within 30 minutes of the initial distress call and rescued the four crewmen. The crewmen suffered no injuries or hypothermia. The Coast Guard vessel arrived on the scene and began fighting the fire. After

bringing the fire under control, it was determined that the vessel was stable enough to attempt to safely tow it to Gloucester.

Feb 1, 1991/ 2:40 PM

The Coast Guard Operation Center received reports from commercial aircraft of an activated EPIRB signal in the New Bedford area. A helicopter was diverted from a training flight to investigate. The signal was localized to the vicinity of a 573' radio tower just south of New Bedford. The information was passed on to the FCC for investigation.



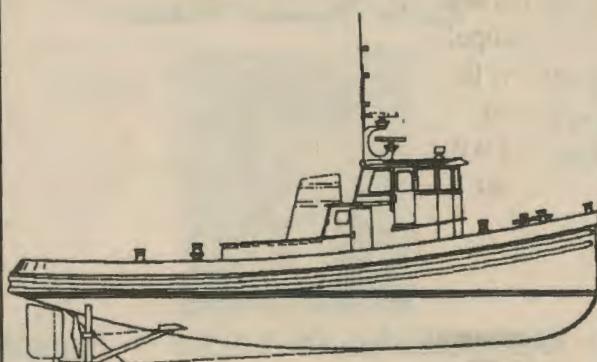
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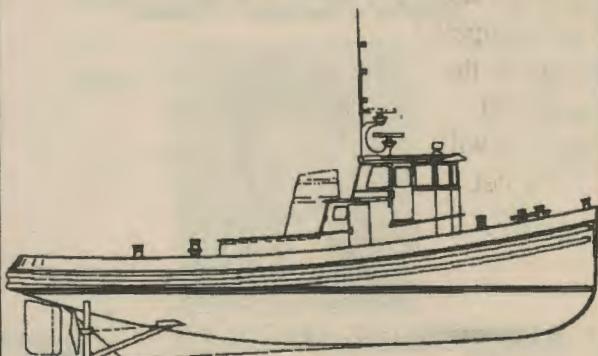
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Offshore Mariner's Wives Team Up With Seafood Festival

by Vicki Greco, Festival Manager

Well, we're just six months away from 1991's biggest event, The New Bedford Seafood Festival! And there have been several new developments, which we at the Chamber are very pleased about.

First of all, the Offshore Mariner's Wives Association have joined forces with the Chamber and will be co-sponsors of the Festival!! We are looking forward to working with the Wives and their outstanding blessing of the

fleet event and are thrilled that it is now official.

Another development has been the mailing of a letter to each boat owner in the area requesting support from the industry. The letter is from Marty Manley, Executive Director of the Harbor Development Commission and Chairman of the Festival's Fishing Industry Committee and is asking each boat to consider donating at least one bag of scallops or one tote of fish from each trip between

now and August. The festival's goal is to benefit fishermen by promoting New Bedford fishermen and the seafood landed here.

As the months pass, you will be hearing and reading more about the Festival and I will continue to keep you updated on all the important news. Should you have any questions regarding donating product or any other aspect of the Festival, feel free to call me at the Chamber at 999-5231. Aloha!



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SCALLOP LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Monday, February 4, 1991	<i>Tradition</i>	13,200 lbs	\$4.16 Channel
Tuesday, February 5, 1991	<i>Resolute</i>	6,000 lbs	\$4.20 Channel
Wednesday, February 6, 1991	<i>Santa Maria</i>	11,000 lbs	\$4.10 Channel
Thursday, February 7, 1991	<i>No Scallopers At Auction</i>		
Friday, February 8, 1991	<i>No Scallopers At Auction</i>		
Monday, February 11, 1991	<i>No Scallopers At Auction</i>		
Tuesday, February 12, 1991	<i>No Scallopers At Auction</i>		
Wednesday, February 13, 1991	<i>No Scallopers At Auction</i>		
Thursday, February 14, 1991	<i>Huntress</i>	10,500 lbs.	\$4.10 Channel
Friday, February 15, 1991 \$3.50-3.56 all Georges	<i>Donna Lynn</i>	10,000 lbs.	
	<i>Perserverance</i>	10,000 lbs.	
	<i>Viking</i>	10,000 lbs.	

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Photo By Karen Gomes

Crewmembers of the F/V Leader, Remo Secatore and Arnie Albhein keep busy on a rainy cold day hoisting gear out of the hold from below.

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Left Photo: Local residents happily walk away with bags of free flounder when the F/V Covered Wagon gave away its 52,000 pound catch after refusing to accept low auction prices.

Below Photo: The crowd on hand for the free fish lined all the way to the road during the cold Tuesday morning of February 12th.



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The New Bedford Seafood Festival is being devoted to the hard working men and women who bravely make their living on the sea, bringing in the freshest of fish and scallops which in turn help our communities prosper.

How else with photographs and videos can we portray your hard work. With your support we are looking to develop a photo and video exhibit which will show thousands of folks during the festival August 16-18th what it takes to bring in the best in seafood.

If you have photographs and videos you would like to share with us please call 996-9109. Hope to hear from you!

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PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Blue Seas II 19,500/ Fisherman 20,300/ Libby II 10,400/ Linda & Ilda 16,200/ Mary K 36,000/ Mayflower 18,500/ Neves 17,400/
Niagara Falls 19,000/ Sancor 21,000/ Sao Jacinto 8,800/ Sunshine 15,100/ Susan Mary B 18,500/ Valkyrie 25,500

TOTAL 246,200 lbs

Feb. 4, 1991

Monday

11,600 lbs	Haddock Large 1.00-1.50/ Scrod 1.00-1.35
108,500 lbs	Cod Whale 1.05/ Large 1.05-1.10/ Markets 1.05-1.11/ Scrod 1.05-1.10
3,000 lbs	Georges Lemonsole 1.75-2.10/ LBB 1.75-2.00/ Small BB 1.75-1.90/ PW 1.40
13,800 lbs	Blackbacks Large 1.75-2.10/ Small .80-2.00/ PW .60-.80
3,500 lbs	Pollack .20-.45
700 lbs	Dabs Large .80-1.00/ Small .40-.80/ PW .60
46,200 lbs	Sand Dabs .30-.35
58,900 lbs	Yellowtail 90-110 count 1.00/ 100-120 count .95- 1.10/ 130-150 count .90-1.00/ 160-180 count .80-1.00

Act II 11,500/ Helen Marie 18,200/ Imigrante 18,300/ Ria De Aveiro 13,000/ Shelagh K 27,500

TOTAL 88,500 lbs

Feb. 5, 1991

Tuesday

200 lbs	Haddock Large & Scrod 1.50
62,300 lbs	Cod Whale 1.15-1.25/ Large 1.10-1.25/ Markets 1.15-1.25/ Scrod 1.10-1.25
2,800 lbs	Georges Lemonsole 2.00/ LBB 2.00/ Small BB 1.75/ PW .80
5,400 lbs	Blackbacks Large 2.00/ Small 1.75-2.00/ PW .80
6,600 lbs	Sand Dabs .50
11,200 lbs	Yellowtail 100-120 count 1.00/160-180 count 1.25

Alem Mar 17,500/ Elizabeth 8,300/ Lady Laura 19,200/ Lucimar 24,300/ Nauset 12,000/ S. Pedro 16,100/ Virginia Sands 26,100/

TOTAL 123,500 LBS

Feb. 6, 1991

Wednesday

1,100 lbs	Haddock Large .80-1.50/ Scrod 1.00
38,100 lbs	Cod Large 1.15-1.75/ Market 1.15-1.75/ Scrod 1.00-1.50
5,700 lbs	Georges Lemonsole Large & Small 2.00
5,400 lbs	Blackbacks Large 1.40-2.10/ Small 1.20-2.10/ PW 1.00-2.00
600 lbs	Dabs Large 1.50/ Small 1.30 / PW 1.10
25,300 lbs	Sand Dabs .60-.70
46,500 lbs	Yellowtail 90-110 count 1.20/ 100-120 count 1.20-1.30/ 150-180 count 1.00

Impulse 17,500/ Lucisaura 18,600/ Mary Elizabeth 10,700/ Sagres 14,900/ Sea Siren 31,000/ Seal 22,400

TOTAL 115,100 LBS

Feb. 7, 1991

Thursday

4,800 lbs	Haddock Large 1.50/ Scrod 1.25-1.50
40,800 lbs	Cod Whale 1.00-1.10/ Large 1.06-1.50/ Market 1.10-1.50/ Scrod 1.10-1.50
3,000 lbs	Georges Lemonsole 2.10 / Large 2.15/ Small 2.00/ PW .60
4,700 lbs	Blackbacks Large 2.00-2.35/ Small 1.75- 2.05/ PW .60-.80
1,200 lbs	Dabs Large 1.40/ Small 1.20/ PW .60
12,700 lbs	SandDabs .65-1.00
47,900 lbs	Yellowtails 90-110 count 1.25/ 100-120 count 1.20-1.25/ 140-160 count .80/ 150-170 count 1.15/ 160-180 count 1.10-1.15

Bagatell 17,500/ Covered Wagon 53,400/ Iberia II 12,500/ Maureen S 29,500/ Sea Escape 18,600/ Thor 10,000/

Vila De Ilhavo 17,500

100 lbs Haddock 1.50

TOTAL 159,000 LBS

57,900 lbs Cod Whale 1.10/ Large 1.00-1.50/ Market 1.00-1.50/ Scrod 1.00-1.50

5,500 lbs Georges Lemonsole 1.80 /Large 2.10/ Small 1.70

6,600 lbs Blackbacks Lg 2.20- 2.25/ Small 1.00-2.25/ PW .80-2.00

700 lbs Greysole Large & Small 1.00

35,400 lbs SandDabs .50-.85

52,800 lbs Yellowtails 100-120 count 1.00-1.25/ 160-180 count .90-1.15

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TOTAL 475,600 lbs	7,600 lbs	Haddock Large .60-1.50/ Scrod .70-1.50
	236,200 lbs	Cod Whale .80-.85/ Large .80-1.00/ Markets .75-.85/ Scrod .75-.85
	8,600 lbs	Georges Lemonsole 1.40-2.50/ LBB 2.00-2.50/ Small BB 2.00-2.40/ PW .60-2.20
Feb 11, 1991	24,200 lbs	Blackbacks Large .80-2.50/ Small .60-2.40/ PW .40-1.00
Monday	1,100 lbs	Dabs Large .80/ Small .60/ PW .40
	75,000 lbs	Sand Dabs .12-.50
	122,200 lbs	Yellowtail 100-120 count .55- 1.40/ 160-180 count .40-1.00

Blue Seas II 27,100/ Galicia I 38,300/ Humbak 31,500/ Isabel S 29,700/ Miss Happy 23,200/ Neves 24,000/ Portugal 26,500/ Rams 9,200/ Shannon III 15,800/ Shantelle & Nancy 14,500/ Sunflower 20,400

TOTAL 260,200 lbs	1,000 lbs	Haddock Large .80-1.00/ Scrod .60-.80
	123,900 lbs	Cod Whale .80-.90/ Large .70-1.15/ Markets .70-1.00/ Scrod .80-1.00
	12,500 lbs	Georges Lemonsole 2.00-2.10/ LBB 1.95-2.05/ Small BB 1.45-1.95/ PW 1.00
Feb 12, 1991	11,200 lbs	Blackbacks Large .60-2.50/ Small .40-2.15/ PW .6-1.00
Tuesday	300 lbs	Pollock .20
	200 lbs	Dabs Small .80
	35,500 lbs	Sand Dabs .50-.60
	75,600 lbs	Yellowtail 100-120 count 1.00-1.05/ 140-160 count 1.05/ 160-180 count .95-.97

Ana Palmira 21,500/ Exact 32,600/ Lady of Grace 32,600/ Lisbon 16,800/ Mischief 21,600/ Senhora Da Boa Viagem 22,300/

Vila Da Murtosa 13,000	4,800 lbs	Haddock Large .80-1.30/ Scrod .60-1.30
TOTAL 160,400 LBS	60,900 lbs	Cod Whale .95/ Large ,Market ,Scrod .90-1.00
	3,000 lbs	Georges Lemonsole Large & Small 2.00/ PW .60
	3,000 lbs	Blackbacks Large 2.00/ Small .80-2.00/ PW .50
Feb 13, 1991	1,000 lbs	Dabs Large .60-1.00/ Small .40-.80? PW .50
Wednesday	22,100 lbs	Sand Dabs .40-.50
	65,600 lbs	Yellowtail 100-120 count .95-1.00/ 160-180 count .65-.81

Atlantis 21,500/ Helen Marie 21,400/ Jenny & Cristina 21,500/ Kelly Ann 17,500/ Lucky Venture 22,100/ Marlu 18,100/ Mary K 22,500/ Sao Jacinto 15,000/ Sao Marcos 20,500/ Susan Mary B 26,700/ Triunfo 22,500/ Valkyrie 26,700

TOTAL 256,000 LBS	3,300 lbs	Haddock Large .80/ Scrod .60-.80
	125,600 lbs	Cod Whale .80-.90/ Large & Market .90-1.00/ Scrod .70-1.00
Feb 14, 1991	8,100 lbs	Georges Lemonsole 2.00-2.20 / Large 1.90-2.00/ Small 1.30-2.00/ PW .60-1.10
Thursday	10,700 lbs	Blackbacks Large .80-2.00/ Small .60- 2.00/ PW .40-1.00
	300 lbs	SandDabs .50-1.20
	500 lbs	Pollock .50
	1,00 lbs	Dabs Large 1.00/ Small .90
	67,100 lbs	Yellowtails 100-120 count .90-1.01/ 160-180 count .86-.95

Imigrante 16,900/ Ria De Aveiro 22,500/ Santa Queen 24,300/ Shelagh K 16,000/ Sunshine 21,900

TOTAL 56,700 LBS	2,200 lbs	Haddock Large & Scrod .60-1.00
Feb 15, 1991	33,600 lbs	Cod Whale .90/ Large .60-.95/ Market& Scrod .70-.90
Friday	2,500 lbs	Blackbacks Lg 1.80/ Small .40-1.60/ PW .20
	13,800 lbs	SandDabs .20-.50
	49,500 lbs	Yellowtails 100-120 count .90-1.00/ 160-180 count .90-1.00

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

I have spent a lot of time out of the office lately attending groundfish and sea scallop sub committee meetings as well as the two day meetings of the full New England Fishery Management Council each month.

Are we getting anywhere? I think that's a question you have a right to ask. Incidentally, I ask myself that quite a lot on the two hour ride home from the meetings. It's no fun leaving New Bedford some mornings at 6:30 a.m. and getting back at 7:00 p.m.

I believe that finally we are making some progress particularly in substituting effort control for that infamous meat count system. I know that there are some members of the Council, it's staff and the NOAA legal staff that hate to see it go because it's so easy to get VIOLATIONS and make them stick.

The method used to check the count on any vessel operating is so capricious that it's not fair to the fishermen. You may have 400 bags and yet their measure of random sampling, a handful or two out of each of ten bags and if you fail to make the count they PRESUME all bags will fail the count and therefore they are allowed to seize the whole trip and place the trip's check in an escrow account.

My belief is very simple that 390 bags could be legal. I also believe that if all the scallops in the tested bags were counted, not a random handful, that in many cases they would make the legal count with ease. That's a good PRESUMPTION that's never

tested. It takes too much time to prove a crew of honest fishermen innocent I guess.

The groundfish situation looks difficult in the future. There is a drive on to recommend increased fish net mesh sizes, closed areas to be larger, possibly to increase lengths of fish that you will be allowed to keep and sell. There are about 7 or 8 items of change under serious consideration but they all have to go out of Public Hearing. That's the fishermen's chance to get up and voice his opinion and his reasons for them.

No longer can you stay away from talking about it, where it counts, at Public Hearings and your Association meetings.

If you don't belong and support organizations such as Offshore Mariners Association who is going to speak with and for you?

I have been around a long time and I fool you not, 1991 is going to be a tough year for the Captains of the scallopers and the groundfish boats. I believe that if the industry is UNITED we can and are going to win some things that will help you. We can delay some other things until we have more facts and data.

I cannot and will not do it alone. I hate to fail and we don't have too. You the non-members as well as Offshore Mariners Association members have got to do your part! Give me a break and join up now. Speak out at Public Hearings



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A Book Review

Pre-Bureaucratic Europeans: A Study of A Portuguese Fishing Community

Reviewed by: Stephen L. Cabral, Ph.D.

Pre-Bureaucratic Europeans: A Study of A Portuguese Fishing Community. Jan Brogger. Oslo: Norwegian University Press/The Institute for Comparative Research in Human Culture (dist. by Oxford University Press, New York), 1990. 152 pp. (35.00 cloth).

Jan Brogger initiated his fieldwork in the Portuguese community of Nazaré during the summer of 1978 and returned several times over the subsequent ten years to live and to work alongside fishermen. Nazaré is an Atlantic coastal settlement 135 kilometers north of Lisbon. Fishing and tourism have been integral parts of the village economy since its inception in the mid 19th Century. Consequently, two distinct social

groups emerged: the barefoot fishermen and the tourist developers, whose shoes became a symbol of their bourgeois status.

Two out of three Nazarenos belong to the fisherman class. The sea is the only livelihood fit for men. The marketing of fish is handled by women. Some of these more affluent dealers have invested in the summer tourist trade. Most lodgings, however, are owned and managed by bourgeois investors from the outskirts of Nazaré.

Nazareno men regard the home as a place to eat and sleep, but life is conducted primarily among one's peers at the beach or local tavern. These fishermen seldom act out in

classic macho fashion. Brogger describes their personalities as "gentle, sometimes resigned and somewhat introverted" (p. 42). He attributes this expressive style to their fulfillment of masculine identity at sea.

The fishing grounds of Nazaré stretch 50 miles along the coast and 20 miles out into the Atlantic. Nobody claims exclusive ownership to the fishing grounds. Everybody has unlimited access to the sea. Nazarenos employ three distinct "arts of fishing" along the shore, in the bay and on the high seas (p. 90-100). Brogger describes and documents the various boats, nets and line fishing techniques with

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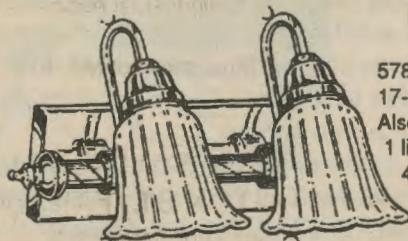
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five clear illustrations. His discussion of the organization and recruitment of crews includes an insightful analysis of the relationship between mates and skippers.

Several paradoxical findings surface in Nazaré. Although fishermen appear to be ardent traditionalists, they are pragmatic modernists who exploit technological innovations to

maximize their catch. Nazarenos ascribe to an egalitarian ideology, but they do not pool nor evenly divide their catch. All Nazarenos could live comfortably if they did. Instead, fishermen settle for a system that impoverishes some and enriches others. In Nazaré, "independence is more important than solidarity" (p.103).

Brogger's fieldwork gained some legitimization and support from

the patronage of Isidoro Meca, a prominent skipper, who allowed the anthropologist to serve on the crew of his boat. Even though the scholar secured an invaluable site to study Portuguese fishermen at close range, there is little ethnographic description of life and work in the Portuguese fishing community despite his promotion to honorary Nazareno at a bachanal in a local tavern with his skipper and crew mates. For months the Nazarenos nicknamed the anthropologist, Frances, a term synonymous with "foreign bourgeois tourist" (p. 108).

Brogger minimizes these paradoxical issues and concludes that Nazarenos, to a certain degree, have preserved the communal life of the agrarian Middle Ages and provide anthropologists an opportunity to study "traditional social forms" (p. 141). PRE-BUREAUCRATIC EUROPEANS is heavy on speculative theory, but light on ethnographic description. Despite the author's extensive fieldwork and crisp prose, the Nazarenos do not emerge as the vibrant seaside characters who still inhabit an enchanted world.

Nevertheless, this monograph remains informative to the general reader and useful to maritime enthusiasts and Iberian scholars. Social theorists, on the other hand, should question Brogger's philosophical assumptions and thoughtfully reconsider whether or not pre-bureaucratic European social relationships have survived in Nazaré.

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Philip Davignon, M.D.

Kyung Lee, M.D.

Hrs. M-F 8-8, Sat & Sun 9-5

Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission
By Joseph C. Cardozo, Director



Ernestina Accepting Applicants For Captain

The Commonwealth of Massachusetts Schooner Ernestina Commission, owner and operator of the 1894 Schooner ERNESTINA is looking for an experienced captain and relief captain.

The 1894-built, two-masted schooner ERNESTINA, formerly EFFIE M. MORRISSEY, is the oldest surviving Grand Banks fishing schooner, the only surviving 19th century Gloucester-built fishing schooner, and one of two remaining examples of the Fredonia style schooners, the most famous American fishing vessel type, and is the only offshore example of that type. The schooner is also one of only two sailing Arctic exploration vessels left afloat in the United States. The schooner is also the last ship to carry immigrants across the Atlantic on a regularly operating sail vessel.

ERNESTINA is a fully operational museum and educational vessel certified as a U.S. Coast Guard Sailing School Vessel on Oceans. An Act of Congress recently authorized issuance of a certificate of documentation for employment in the coastwise trade and ERNESTINA is expected to be designated a National Historic Landmark before the end of the year.

A job description for the position as well as educational and skill requirements can be attained by stopping by the ERNESTINA Office. Those interested in applying should mail a resume, references and salary requirements to Mr. Robert J. Alves, Chairman, Schooner Ernestina Commission, 30 Union Street, New Bedford, MA 02740.

Phone applications will not be accepted.

LET'S CELEBRATE

GENE'S FAMOUS SEAFOOD
is now open after our vacation and we
invite you to come celebrate our
20TH YEAR
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Gene's FAMOUS Seafood

Fish Plates • Fried Clams • Fried Scallops
Gene's Seafood Platter Specialty
Much More!

All fish fresh from the New Bedford docks
Fast Service - Open all year 'round,
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Gene's Famous Seafood

146 Huttleston Ave on RT 6, Fairhaven, MA
From Rt. 195 take Fairhaven Exit to 2nd set of lights,
turn right on Route 6, approx. 1/2 mile

Maritime Injuries?

If you have been hurt on a vessel or shoreside, you and your family may have rights under various federal and state compensation laws. Lawyers at Wynn & Wynn have helped injured workers obtain benefits and settlements under these laws for many years.

Call us for a free consultation to review your rights.

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AIDS Is "Alive and Well" In New Bedford

*A Message From The
New Bedford Child And Family Service*

Who are the three people you could talk to comfortably about your fears of being HIV positive?

Where could your son or daughter go to get free health care services including HIV testing?

How would you feel and what would you say if your best friend told you "I am HIV positive."

New Bedford presently has the highest rate of HIV infected people of any metropolitan community outside of Boston.

The number of people infected through IV drug use continues to increase. Fifty-four percent of the people diagnosed with HIV disease in New Bedford have contracted the disease through needle use. Illegal drug users now comprise the majority of HIV cases.

Southeastern Massachusetts continues to have the highest percentage of female cases in the state. Women are dying four times as fast as men.

Have you tested positive? Are you worried that you may be infected? Are you taking care of a friend or relative who is sick from HIV disease?

Are you simply interested in knowing more about HIV/AIDS?

New Bedford Child and Family Service is beginning a monthly HIV Information Group. It is for anyone who wants to stay informed about the disease. Research about HIV is changing every day so we must all work together to learn the latest information. We need you to come and ask questions, to share your experiences, or to just listen. Call Bonnie Logan at 996-8572 if you would like to join this brand new group!

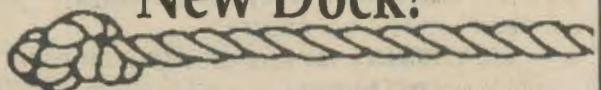
New Bedford Child and Family Service has a long history of service to the community. The facts, support needed, and prevention techniques surrounding AIDS is one more area where Child and Family is able to provide care for Greater New Bedford. Stop worrying about HIV — call us at 996-8572 and get the facts!



Monitoring VHF Channel 11

**NEW BEDFORD
SEAFOOD
Coop**

Throw A Line To Our New Dock!



You'll Be Impressed!

The construction has been completed on the new docking facility at the Co-Op. It's been a long year but we thank you for your patience.

We now invite you to pull your vessel alongside and get the best service available in New Bedford/Fairhaven Harbor.

Our hours of operation on the new dock and warehouse will be as it was before...

Monday thru Friday 4:30 AM to 3:00 PM
and

Saturday, 4:30 AM to 12 Noon

Call Ahead

If you know your vessel is heading in or is not going on the auction, please call us and let us know where your boat is and your service needs.

CO-OP WHARF, NEW BEDFORD, MA 02740
508 993-9926 FAX 508 993-9965

FROM THE GALLEY

Recipes Featuring
The Best From The Sea
Landed By New Bedford Fishermen

YOU'RE INVITED!
Seafood Recipe Contest
Sponsored by
Cuttyhunk Coldwater Seafood
of Mattapoisett

*Congratulations to Gladys Williamson of Fairhaven
for submitting this great seafood recipe*

Scallop Quiche

3/4 LB Scallops	4 eggs lightly beaten
2 T finely chopped parsley	3/4 Cup milk
1/4 Cup sherry	1 Cup Cream
Pastry for one crust 9 inch pie	1/4 tsp nutmeg
2 T butter	1/2 tsp salt
1 T finely chopped onion	1/4 tsp black pepper
1 T finely chopped celery	

Combine scallops, parsley & sherry and let stand in refrigerator for one hour. Preheat oven to 450 degrees. Line a 9 inch pie plate with pastry and bake for 5 minutes. In a skillet, heat butter, add onion & celery. Cook until onion is transparent. Combine eggs, milk, cream, nutmeg, salt & pepper. Combine the mixture with scallops, onion & celery and pour in pastry shell. Return to oven and bake 15 minutes. Reduce temperature to 350 degrees and cook until knife inserted one inch from pastry edge comes out clean, about 10 minutes longer. Enjoy!

DO YOU HAVE A FAVORITE SEAFOOD RECIPE MADE WITH SEA SCALLOPS OR FISH?

You could win \$10 worth of sea scallops from Cuttyhunk Cold Water Seafoods simply by entering your recipe in the Barnacle Recipe Contest (If we choose to print it, you win!!)

Barnacle Recipe Contest, C/O Cuttyhunk Coldwater Seafood
58 Fairhaven Road, Mattapoisett, MA 02739

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Calender of Events

February 20-21, 1991
New England Fishery Management Council Meeting
Call (617) 231-0422 for details

February 25, 1991, 10:30 AM
Congressional House Subcommittee on Fisheries & Environment
Meeting: Law Enforcement Agreement with Canada & US
Days Inn, 500 Hathaway Rd, New Bedford

February 25, 1991, 7PM
Massachusetts Marine Fisheries Public Hearing
Mass Maritime Academy, Buzzards Bay

March 4, 1991
Scallop Committee Meeting
TENTATIVE MEETING DATE
Call 617-231-0422 for details

FAIRHAVEN 1 - HOUR PHOTO

- Passport Photos (3 hrs)
- Old Photos (copied in our store)
- Film
- Color Prints
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FAX Service 997-6786

ATTENTION FISHERMEN

Get your Offshore Photos into the
upcoming *New Bedford Seafood Festival*.
Take pictures, have them developed at
Fairhaven 1-Hour Photo and
we'll give you an envelope for sending
them to the selection committee for the
Offshore Photo Exhibit

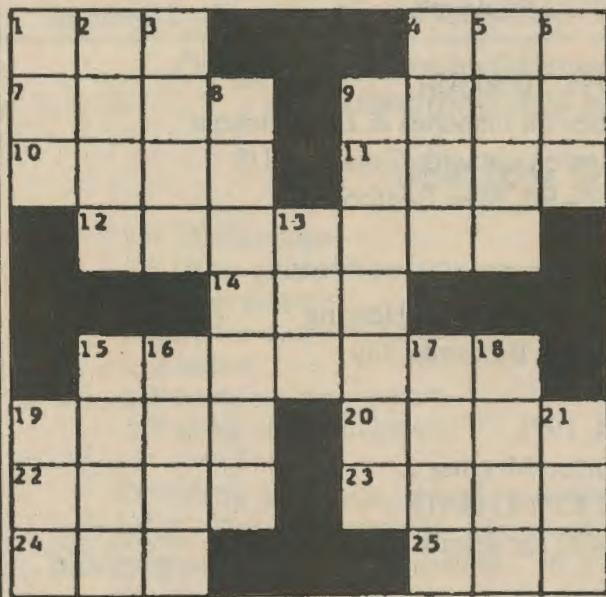
Open Monday - Friday 9 AM - 9 PM
Saturday 9 AM - 5 PM

Berdon Plaza - Intersection Routes 6 & 240
261 Washington Street, Fairhaven

Barnacle Word Games

Designed to pass the time away in the wheelhouse

Crossword Gem



ACROSS

1. Find the sum of
4. Have debts
7. Hindu dress
9. Whirl
10. Night twinkler
11. Crew member
12. Green Gem
14. Boy
15. Engagement stone
19. Siren
20. Was dressed in
22. Eager
23. Remain
24. Of course!
25. Female sheep

DOWN

1. Donkey
2. Appointment
3. Small drink
4. Iridescent gem
5. Strong breeze
6. Finish
8. Land of the shamrock
9. Cast by the sun
13. Male sheep
15. Bird of peace
16. Large showy flower
17. Memo
18. Sketch
19. Make — while the sun shines
21. Watch

ANSWERS



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Fairhaven, MA

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- For Competitive Fuel Prices.

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"Dockside Expressions"

This Week's Barnacle Question: With the war going on in the Middle East, how do you feel being out at sea away from television and radio reports? Also, what are your feelings towards "Desert Storm"?



Bob Mackie
F/V Creole Bell

"Well on our boat we recently went out and bought a T.V. One of the reasons being, to keep up with the facts on "Desert Storm". I feel the United States is doing the right thing by being there."



Jerry Ambrose
F/V Christine & Julie

"It doesn't really bother me not keeping up on things, but the boat does have a radio on it. It has no T.V. The war itself really stinks. It's really lousy."



John Moura
F/V Christine & Julie

"We have a radio so we know what's going on. There's no T.V. and that stinks, but we are suppose to get one this trip. The war itself really stinks. My cousin is over there, and I worry about him. I worry about coming back to land and finding out the place (Iraq) has been blown up. This war should've never happened but it did and unfortunately that's that."



Steven Fernandes
F/V Lady Cheryl

"When I'm out at sea I feel like I'm not in touch. I like to know what's going on everyday. As soon as I get in, I put CNN on the television and it lets me know where we stand. Being out on the ocean for 10 days to 2 weeks, when I

get home it's a whole new ballgame. It's too bad this war happened instead of talking and compromising. I believe it's for a good cause. Saddam is another Hitler, as far as I'm concerned. I'd like to see him caught and hung. Make an example of him. Jail is too good for him."



Michael Georgsen
F/V Viking Queen

"We have no T.V. or newspapers out at sea. That makes it real hard to keep up with what's going on with the war. I wish we did have a T.V. I don't feel it's right sending our American troops over there. The Air Force especially. We are over there fighting over fuel and American lives are being taken. They should've solved this problem in another way. Now there are suppose to be ground attacks which will take more lives, innocent children and mothers too. Basically, I think they should've talked about it, and compromised instead of taking peoples lives."



Eddie Sylvia
F/V Traveler

"I feel we are not away from anything, because we get it all on the radio, and we have 3 T.V.'s on board. The only thing that concerns me being a fisherman, is the price of fuel when we come in. We have to pay for it."



Karen Gomes
Dockside Reporter

Hi!

"DOCKSIDE EXPRESSIONS" ran in the last issue of the "Barnacle" for the first time. Since then all I've been hearing is positive feedback! You all seem to really like it!!! I feel it gives the "Barnacle" the opportunity to let you see and hear a lot more of each other, and it gives you the chance to really be involved with the publication. Remember, this is your magazine. You--The New Bedford/Fairhaven fishermen!!!!

On a more serious note, I would like to ask each and everyone of you to tie yellow ribbons on the boats and let our American flags fly high! This war has affected each and every one of us in one way or another. I recently got the news that your fellow fisherman and my cousin, Tommy Gomes is now reinstated in the Marines and will be in the Middle East before this issue of the "Barnacle" hits the streets. Let's all pray for peace and the safety of the men and women serving our country. I love you Tommy, please be safe.

Barnacle Classified

REAL ESTATE

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◆ Land on Sconticut Neck, Incredible waterview, 33,000 square feet, water & sewerage nearby. Asking \$5,000. Call 999-9850

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◆ Place your wanted items here for just \$5.00 per ad and get great results! Call the Barnacle today at 999-4255.

BOAT FOR SALE



73' wooden eastern rig scalloper, rig on one side, Hathaway winch, V-12 GMC engine, radar, fathometer, 2 lorans, asking \$50,000
Call 992-4475, leave message

HELP WANTED

◆ Looking for a dependable hard working crew or skipper? Place a classified ad in the Barnacle today by calling 999-4255.

INDUSTRY SERVICES

Place your services here in the Barnacle!
Call 999-4255 today!

Advertise in the **Classified** with three lines or thirty words for \$5.00 per issue.
Send info along with payment to
The Barnacle, P O Box 71, Fairhaven, MA 02719

Going Out Of Business Sale!

-Cybernet Model 7800-S V.H.F. - dual scan, US/international, 100 channels asking \$500.00 with antenna
-Horizon 12 channel V.H.F., 1 watt/25 watt, 12 volt - \$75.00, with antenna \$100
-Decca Super 050 Radar 24 mile-circular dome, older set in good working condition with or without stand \$300.00
-Sitex Koden 24 mile Radar .25 to 1 mile, 1-3 mile, 2-6 mile and up plus zoom. .25 mile to 75 feet plus magnifier. Excellent condition asking \$1,800.00 with or without stand
-(2) fold down 8 foot fiberglass antennas for V.H.F. or C.B. 25 foot cords \$50.00 each or \$75.00 for both.
-Morrow Avenger II Loran C has all features - complete with antenna \$600
-Decca 1024 Loran C L.O.P.'s only. Excellent for the bay - \$150.00 with antenna

-SMR White Line recorder Model S-L 400 \$200.00
-SMR White Line recorder Model- Stricker \$300.00
-Wagner hydraulic steering 3 turns lock to lock plus destroyer wheel, with wheel \$550.00, without wheel \$500.00
-Wagner hydraulic steering 4 turns lock to lock plus plastic wheel \$450.00 with wheel, without wheel \$400.00
-Hydraulic pump with electric engage \$500.00
-Dowdy hydraulic pump double pulley will run winch \$450.00 - newly rebuilt
-Hancock single drum winch with chain and hydraulic motor \$1,200.00
-Hydraulic pot hauler 12" - good condition - \$600.00 with valve to operate, without \$550.00
-Hale pump \$300.00
-Hale Jet pump coupled with Chevy 6 cylinder gas engine, with gauges and heat exchanger for f/w cooling
-Quahog dredge 28" S/S blade - 3" manifold and new chain bag \$800.00

-Richie Compass with light and bracket \$75.00
-Danforth Anchor Model 22 \$75.00
-Dickerson Marine Heater - Artic Model S/S runs on any fuel \$150.00
-Homelite Portable Generator 2 outlets - enough amps to run both at once \$350
-Johnson 6 H.P. outboard long shaft - needs new cord \$350
-Heat Exchanger for Ford Diesel \$150.00
-Head, Push rod, rockerarm assembly for Ford Leman 135 h.p. diesel \$200.00
-(2) Guest switches \$15.00 ea. \$25.00 both
-(2) Sets Quahog Tongs \$50.00 ea \$75.00 both
-12 Lobster Pot Buoys \$10.00
-1986 Ford Pickup - 20,000 miles- all options \$7,000.00

Call Cindy at 996-8591 days for details.

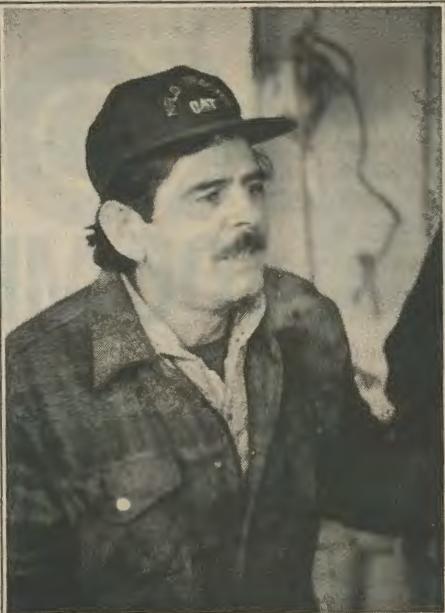
Frustração E Caridade

By José Vinagre

O acontecimento que no passado dia 12 e 13 levou ao cais de New Bedford aproximadamente 1500 pessoas não foi só um acto de generosidade como também um acto de frustrado protesto. O Sr. John Garcia, dono do arrastão Covered Wagon (Carroca Coberta) após duas tentativas para vender o seu pescado de 2 semanas, na lota do New Bedford Seafood Exchange, a um preço considerado por ele razoável, resolveu oferecer, muito generosamente aquem quiz estar duas horas na linha de espera com temperaturas abaixo de zero, quase todo o peixe da viagem. Olhando em retrospectiva um acontecimento semelhante teve lugar em 1980 quando colectivamente 90% da frota de New Bedford parou durante duas semanas para protestar os preços oferecidos pelos compradores na então lota publica. Houveram reuniões organizaram-se comissões, fizeram-se marchas de protesto, bloquearam-se portas de acesso aos armazens dos compradores, contudo, ajuizando ao que aconteceu nos dias 8 e 11 de Fevereiro nada mudou. Constantemente ouvimos pescadores reclamarem sobre o sistema de compra e sescarga. Vários incidentes tem ocorrido nos armazens sobre disputas baseadas na qualificação da qualidade do pescado e no processo de peso. Soluções não se veem nem à distância. No protesto sindical de 1988 que deveria ser única e simplesmente endereçado aos patrões, as frustrações sobre preços e pesos foram uma vez mais demonstradas contra os compradores numa completa destruição do que até ali funcionava como lota publica. O edifício publico foi assaltado, portas e janelas foram danificadas e as linhas telefónicas dos compradores, foram cortadas. Nada mudou a não ser o lugar onde o peixe é leiloado. Os compradores montaram uma lota

privada, contra os estatutos municipais e onde eles estabelecem as regras. Muito recentemente vimos uma petição de sondagem sobre a ideia de haver uma lota semi-publica. Seria coordenada por uma entidade particular, contudo aberta ao público onde qualquer pessoa qualificada poderia cobrir lanços. Devido ao avultado numero de assinaturas colectadas, uma tentativa inicial foi feita com a abertura de uma secção para venda de peixe num edifício onde presentemente se leiloam antiguidades: mobiliário, joias e outros objectos. Ninguém apareceu: nem pescadores nem compradores, dando assim uma vez mais a oportunidade as entidades locais de jogarem uma cartada contra a ideia de alguma vez se poder estabelecer uma lota publica, e que o sistema presente na lota privada dos compradores, com protestos ou sem eles continua a ser aceitável.

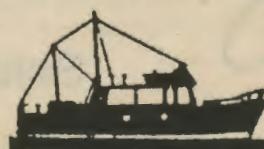
Admitimos que não temos muitos conhecimentos no que se diz respeito a qualidade de peixe para podermos dizer se o Sr. Garcia teria ou não razão em rejeitar os preços oferecidos, no entanto temos conhecimento de que a mesma fórmula de qualificação tem sido aplicada a barcos que tinham peixe com menos dias. Temos ouvido pescadores contarem que depois de descarregarem parte do seu pescado o comprador recusa-se a receber mais



peixe e quando confrontado com a pergunta de: porquê e o que é que o pescador ha-de fazer com o resto, o comprador respondé que: "já tenho suficiente peixe para preencher as minhas requisições, pago-te metade do preço que te ofereci ou então podes ir lá fora da barra e despeja o resto".

A ideia já foi oferecida e aqui fica uma vez mais: até que a indústria exija uma directa participação da parte das entidades municipais com uma lota publica e uma presença do Departamento do Comércio dos Estados Unidos para arbitrar estas disputas os problemas irão continuar até que as frustrações em vez de tomarem a forma de caridade se tornem em desastres irrevocáveis.

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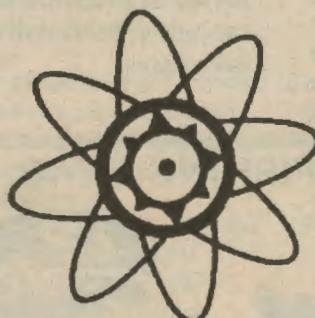
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